
BY THE HOUSE OF DELEGATES,
February 14th, 1842.

Read and ordered to be printed.

COMMUNICATION

FROM CITIZENS OF

SCHUYLER COUNTY, ILLINOIS,

ON THE SUBJECT OF

THE NATIONAL DEFENCE,

OUR RELATIONS WITH

GREAT BRITAIN, &c.

COMMUNICATION.

RUSHVILLE, SCHUYLER COUNTY, ILLINOIS,

January, 1842.

To the Honorable

*Senate and House of Representatives of the State of Maryland
in Legislative Council assembled:*

GENTLEMEN,—

The undersigned, citizens of the State of Illinois, respectfully represent to their fellow citizens throughout the nation.

That, witnessing the threatening aspect at present subsisting in the relations between this country and Great Britain, they cannot but apprehend the most serious consequences resulting from the accumulating difficulties between the two Powers, to the safety of this nation; destitute as it is conceded to be, of the adequate means of defence, against the resources of so formidable a foe.

When it is admitted, by high authority, (vide the late able report of the Secretary of the Navy,) that “steamboats of light draught may be easily transported across the ocean,—may invade us at almost any point of our extended coast,—harass our whole seaboard,—penetrate the interior through our *shallow* rivers, and thus carry all the horrors of war into the *securest* retreats of our people, in spite of all the defences on land, which we could contrive;” that “a population of twice our present number, under the best possible military organization,” and “the conversion of half our country into a military garrison, would avail us but little against it;” that “even a secondary naval power could avoid our land defences, set our armies at defiance, and prosecute against us a war intolerably harassing and disastrous. When it is assumed that “our Navy is looked to as the chief, if not the only adequate defence of our country, against those wars of incursion from which so much evil is to be apprehended;” and, at the same time conceded, that “it is worse than idle to suppose all our high interests can be adequately protected by our present naval force;” that “four thousand miles of exposed sea and lake coast, a foreign commerce scattered through the most distant seas, and a domestic trade, exposed alike upon the ocean and upon our interior

waters, are, in effect, surrendered to the enemy, when they are entrusted to the protection of some *twenty* ships "in commission." When it is suggested that, in the necessary increase of this arm of defence, "we cannot, *safely*, stop short of half the naval force of the strongest maritime Power in the World," and that, "with *less* than this, our fleets would serve only to swell the triumphs and feed the cupidity of our enemy," the undersigned apprehend that, in the event of a war with a nation possessing the immense resources of Great Britain, few of our brethren situated on the maritime frontier, will indulge the fallacious hope of *security*, or expect to escape from a portion of the *scourge* consequent upon so unequal a contest, by any of the *ordinary* means of warfare within our control;—will in fact deny, that the Cities, Towns and most valuable interests, situated upon our sea coast and inland waters, may be as easily subjected to CONTRIBUTION, PILLAGE and CONFLAGRATION, by the *tremendous* potency of her numerous war steamers and other destructive engines, as those of China were, during the last year, by a very small portion of the fleets of that *Colossal* Power;—"a Power to which Rome, in the height of her glory, was not to be compared; a Power which has dotted over the whole surface of the Globe with her possessions and military posts; whose morning drum-beat, following the Sun and keeping company with the hours, circles the Earth daily, with one continuous and unbroken strain of the martial airs of England."

Nor, can the undersigned refrain from expressing the opinion, that their fellow-citizens, situated in the more interior portions of the Union, would *not* be exempt from a share of the evils, incident to so unequal a conflict. So intimately connected are all our social institutions and interests, and so mutually dependent upon each other that, a serious injury could *not* be inflicted upon any one of our great Commercial Emporiums, without exciting the honest sympathies of, and extending its evil consequences to, the inmates of the most *humble* cottage in the nation.

The undersigned, therefore, in view of all these considerations, deem it both patriotic and commendable, to *urge* the attention of our Government to a *prompt* and *efficient* action, for the provision of a more *effectual* barrier to maritime aggression, than any which has yet been provided.

That such a barrier would be afforded, by the adoption and use of the "IMPREGNABLE and IRRESISTIBLE FIRE-SHIP" proposed by Mr. U. Brown, of Rushville, Schuyler County, Illinois, [a description of which is hereunto appended,] the undersigned do not, for a moment, entertain a doubt;—supported as it is, by the report of a committee composed of General Winder and Col. Stewart of the U. S. Army, Captain Spence of the U. S. Navy, and a number of engineers, naval architects and citizens of Baltimore, who witnessed the experiments made by Mr. Brown in that city, in 1814, as proof of "the practicability of communicating fire to Ships of war," and sanctioned by the opinions of B.

Homans, formerly Secretary of the Navy, Generals Macomb and Bernard, late of the U. S. Army, and Gaptain Partridge, President of the University of Vermont;—men of acknowledged eminence in the science of war, as reported by the Committee on Naval Affairs of the House of Representatives,—1st session, 20th Congress, No. 252.

In view of the undersigned, said discovery and improvement, so confirmed, well deserves the confidence and support of the United States as a *people*, and should require the serious attention of our *Government*, [and if found by experiment to be practicable and efficient,] its patronage and use for the safe protection of our COASTS.

They, therefore, respectfully request that your Honorable Bodies will adopt the necessary measures to co-operate with the citizens of other portions of the Union, who are now forwarding to both Houses of Congress *memorials*, recommending that, a resolution be passed their honorable bodies, authorising the Secretary of the Navy to make experiments—under the superintendence of Mr. Brown, to test the practical efficiency of his improvement in Coast and Harbor defence; and, that an appropriation be also made, of sufficient amount to enable the said Secretary, [if the experiments should prove satisfactory,] to cause to be constructed, upon said plan, a sufficient number of vessels for our defence.

With great respect,

The undersigned have the honor to be,
Gentlemen,

Your obedient servants.

H. Fellows	Rushville.	P. H. Holme	Rushville.
A. Dunlap	"	W. H. Ray	"
W. A. Richardson	"	J. Parrott	"
John Scrips	"	J. McCrosky	"
R. M. Worthington	"	A. Tolles	"
G. H. Scripps	"	R. C. Hall	"
W. A. Hinman	"	Saml. H. Davis	Peoria.
Nath. G. Wilcox	"	Geo. C. Bestor	"
J. M. McCutchen	"	S. L. Cole	"
J. L. Anderson	"	Onslow Peters	"
G. B. Rogers	"	J. L. Knowlton	"
J. T. Worthington	"	S. B. King	"
James Little	"	Chester Hamlin	"
George Little	"	Geo. B. Parker	"
Wm. A. Minshall	"	M. L. Tucker	"
Wm. Perkins	"	Henry Mansfield	"
B. Chadsey	"	W. W. Root	"
J. D. Manlove	"	W. B. Farrell	"
C. Hobart	"	G. T. Barker, Jr.	"
Wm. E. Withrow	"	Lewis Howell	"
W. H. Scripps	"	H. O. Merriman	"
J. J. Hinman	"	Geo. T. Metcalf	"

L.O. Hulburt	Peoria.	Porter Clay	Jacksonville.
R. H. Rose	"	M. A. Chinn	"
John Reynolds	"	Henry King	"
J. Aiken	"	D. Rockwell	"
B. M. Tucker	"	A. Brother	"
W. M. Nurse	"	Thomas Munroe	"
Whitney Smith	"	D. A. Smith	"
J. M. Clay Smith	"	H. B. McClure	"
Wm. A. Herron	"	Nathl: English	"
Thos. L. Mayne	"	E. Moore	Quincy.
Wm. K. Porter	"	Henry V. Sullivan	"
A. O. Garrett	"	S. M. Bartlet	"
Thos. Heslep	"	N. Bushnell	"
Charles Kettelle	"	G. C. Dixon	"
Daniel Orr	"	J. Baker	"
Chas. S. Stevens	"	George Moore	"
Hartford McLean	"	J. H. Holton	"
George Divelbiss	"	Thos. Jasper	"
S. D. Lockwood	Jacksonville.	H. S. Cooley	"
John Hardin	"	Charles Gilman	"
John T. Jones	"	Wm. Sensitivefer	"
J. M. Duncan	"	R. Tillson	"
O. Wilkinson	"	H. H. Hoffman	"
S. Dunlap	"	J. R. Hollowbush	"
E. Mlodzianowski	"	A. M. Swartout	"
A. Dunlap	"	J. B. Ijams	"
S. W. Lucas	"	Isaac V. Dutcher	"
G. A. Dunlap	"	O. H. Browning	"
W. B. Warring	"	J. Phillips	"
C. Hook	"	Saml. Leech	"
John Hurst	"	J. H. Pettit	"
W. C. Scott	"	J. H. McFadon	"
A. B. Merrill	"	Saml. Holmes	"
J. Neely	"	L. S. Parsons	"
Charles Hardin	"	W. A. Conn	Meredosis.
J. M. Lucas	"		

From the Peoria (Illinois) Register of December 31, 1841.

"NATIONAL DEFENCE."

We invite the particular attention of our readers to an article on our first page with the above title. It derives a great additional interest at this time from a consideration of our relations with foreign powers, especially Great Britain, between which and the United States questions of so grave a character are now pending, and will well repay a careful perusal. M'Leod has been tried and acquitted, and the excitement growing out of that controversy has subsided, as well in England as at home; but our government has yet to demand satisfaction for the gross outrage and invasion of our territorial rights in the affair of the *Caroline*; the long-protracted northeastern boundary question is not yet settled, and there is reason to fear, from the tenacity with which Great Britain always clings to every advantage within her grasp, no matter how acquired, that a speedy adjustment of it cannot be confidently expected; we have yet to decide whether we will suffer that formidable power, by the insidious policy she is now steadily pursuing, to gain such a foothold in the Oregon territory that she may plead undisturbed occupancy for a long series of years as some color of right to its permanent possession; and she still persists in asserting the right to search our trading vessels on the coast of Africa, under the specious pretence that they are engaged in the slave trade, as will be seen by an account of a fresh insult to our flag in another column of this paper. But suppose no such cause for apprehension existed: it is the growing and almost universal feeling of the nation, that our maritime force is altogether inadequate to the exigency that would arise in case of an open rupture with any of the principal nations of Europe. It is even too small to guard our own coast, in case of sudden invasion. We are unable to exact that respect which our prominent place in the great family of nations justly entitles us to claim, or to maintain that dignity which becomes a great and free people. Our flag, as we have seen, is subject to insult, and our claims upon other nations are seldom fully and always tardily met.

From the foregoing considerations, the question of national defence assumes a very grave character. Something must be done, and that speedily. Either the number of our ships of war must be greatly increased, for which purpose our revenue is insufficient, or greater efficiency given to those we already possess and may hereafter build. Such an efficiency is claimed for the invention described in the article to which we have referred. Never having witnessed the experiments of Mr. Brown, we cannot of course

speak with that confidence which Mr. Fellows seems to feel on the subject; but he is a gentleman in whose judgment and honesty of purpose we place the greatest reliance; and the favorable reports of committees of Congress, as well as the opinion of a large number of distinguished individuals in the civil, military and naval service, are certainly entitled to serious consideration. A last appeal will be made to Congress in the course of its present session in behalf of this novel invention; and if its claims should prove to be well founded, no time ought to be lost in securing such a powerful auxiliary to our naval power. The inventor too should be rewarded as that man deserves who has conferred a great and lasting benefit upon his country. It would supersede all known modes of warfare, and the United States, if alone the possessor of the secret, might defy the world. The following is the article referred to:

NATIONAL DEFENCE.

RUSHVILLE, *Schuyler county*, Dec. 18, 1841.

To the Editor of the Peoria Register:

DEAR SIR:—I take the liberty of furnishing you herewith, for publication, and through you, such other editors as may feel disposed to aid in promoting and perpetuating the safety, prosperity and happiness of our common country, by appropriating a portion of their columns to the subject, the following hasty synopsis of the principles, construction and *modus operandi* of a most formidable engine of war, invented by U. Brown, Esq., now a citizen of this State.

This I am the more strongly induced to do, from considerations of the great probability of an ultimate rupture in our relations with Great Britain, and the inadequate defense we could make in a conflict with so powerful a foe, by any of the *ordinary* means of warfare within our control;—the frequent notice in the public journals, both of this country and Europe, of improvements in war steamers and other engines of destruction, all of which, estimated with the invention of Mr. Brown, sink, in my opinion, into comparative unimportance;—and the hope which I entertain of being instrumental in ultimately gaining the attention of the government and people of the United States to the favorable consideration and adoption of an invention of such vast importance in our national defense, as well as to the already too long neglected merits of its worthy and ingenious author.

In proposing this improvement, the inventor contemplates providing a cheap and effectual defense for the extensive and exposed coasts and harbors of the United States, by means of "*impregnable and irresistible fire ships*"—to be propelled by steam—to be proof against military projectiles of every description—and to operate by throwing upon the ships of an enemy, by means of an ejecting apparatus of very great force, securely placed within the vessel, a stream of *liquid fire*,—a composition discovered and

fully tested by him, to the great astonishment and satisfaction of thousands who witnessed his experiments; and analogous in its nature and effects, if not the same, to the long-lost secret of the celebrated "Greek fire," as fully appears from the report of a committee, composed of most respectable officers of the army, navy, civil engineers, naval architects, &c.

The principles upon which it is proposed to construct this vessel are predicated upon the established and well known laws of motion and forces, viz: that if a body be put in motion and act without a will, its tendency will be to move in the direction where the least resistance is presented; that if such a body strike or act obliquely upon a plane surface, the stroke or action is as the sine of the angle of incidence; or the force on the surface is to the same, if it had acted perpendicularly, as the sine of incidence is to radius.

This vessel is, therefore, to be constructed in such a manner and of such a figure as to present to the line of an enemy's fire, in every direction, the appearance of a wedge; the acute angle of which is formed at or near the water's edge, by the meeting of corresponding inclined planes, composing the sides and circular ends of the deck and lower part of the vessel; and presenting, in no part of her surface, an angle of more, probably, than 15 degrees to the point blank fire of an enemy. In consequence of which, shot or shells, of any description, will rebound or *ricochet* from her surface, without producing any injury to the vessel, her machinery or crew; the latter being all securely situated within, under cover of the deck, with ample room and opportunity for the management of the vessel, the apparatus for ejecting liquid fire, &c.; and the probability is, that, from the low surface presented, not one shot in five hundred fired will strike her at all.

It is proposed to build the vessel of the following dimensions: Extreme length on deck, 225 feet; breadth of do. 75 feet; length of floor 165 feet; breadth of same, 30 feet; depth of hold $12\frac{1}{2}$ feet; draft of water at her deepest bearings, about 10 feet. The weight of water displaced will be about 3000 tons, and the elevation of the horizontal or top plane of the deck, above the surface of the water, about five feet; the deck to consist of a horizontal and inclined planes; the horizontal plane, forming the center and top, to be 165 feet long, 15 feet broad, and $1\frac{1}{2}$ feet thick. From this plane the surface of the deck descends, on an angle of 8 degrees with the horizon, for the distance of about 30 feet, in all directions, and unites, in an angle of 28 degrees with the corresponding inclined planes of the under side of the vessel, at or near the surface of the water, as before described.

The lower inclined planes are about 23 or 24 feet wide, and recede, from the angle of the deck at the water's edge, on an angle of 20 degrees with the horizon, until they unite with the floor below. These *inclined* planes, wherever they are exposed to the shot of an enemy, are all to be two feet thick—the lower planes, however, gradually diminishing as they recede into the

water from the angle at the surface to the thickness of, say, 9 inches, where they unite with the floor, which is also to be 9 inches thick. *All* these planes are to be composed of three layers of hard oak timber, transversely placed, and strongly secured together every way with iron bolts; each layer to be well caulked, payed and sheathed, before the next is placed upon it; the angle, all round, to be formed of root knees, and protected by a wrought-iron guard of, say 18 or more inches in each in breadth, the outer edge forming the acute angle; but the inner edge to be 6 inches or more in thickness—to be put on in sections, and secured in its place by means of corresponding pairs of iron arms, above and below, let in flush with and bolted to the timbers. Finally, the whole surface of the vessel, exposed in any manner to the shot of an enemy, and to the depth of several feet below the surface of the water, is to be invested with a heavy rolled iron armor, strongly bolted to the timbers, and of the thickness of, say, 2 to 3 inches, according to the angle or inclination of the plane, and the corresponding exposure to the effects of shot.

She is to be divided, by strong water-tight bulk heads, into a convenient number of compartments, adapted to the form and size of the machinery and the convenience of the crew, and so constructed, that if any one of them should chance to be injured or spring a leak, the general safety of the vessel would not thereby be jeopardized.

An extensive hatchway is to be formed in the horizontal plane of the deck, for the reception and discharge of ponderous machinery, &c.—This, as well as the necessary gangways for the passage of the crew, and the chimneys for the escape of smoke and steam, are to be secured ball proof, by the introduction of strong iron cross barred gratings, or hatches, for the admission of air and light, and resting, flush with the deck, upon projecting shoulders of the surrounding iron bushings;—the gratings of the gangways for the crew to be so arranged that they can be opened inwardly and closed, at pleasure, by the crew within, by means of hinges, supporting bars, tackle, pulleys, &c.

The anchors and rings, when weighed, as well as the iron cat-heads, are to be deposited, flush with the deck, in iron beds or receptacles; and her chain cables are to pass immediately from the rings, through hawse-holes and over iron rollers in the deck, to the capstan and cable tier below.

The ejecting apparatus consists of a strong and tight metal reservoir, of capacity sufficient to contain several thousand gallons of the inflammable composition, to be safely secured in a magazine-room, sealed with metal;—a cylinder and piston for ejecting the composition, by the application of the steam engine, to be connected with the reservoir by means of two pipes provided with valves opening contrary ways;—an air chamber for condensing the included air, and thereby continuing and equalizing the pressure upon the composition, to be connected with the forcing cylinder by means also of a pipe and valve, opening into the air

chamber;—a general conduit, provided with stop-cocks, leading from the air chamber to the movable wrought iron adjutages and accompanying apparatus securely situated in the horizontal plane of the deck, near to each end. Through these adjutages the caliber of the main conduit is continued; which, terminating in an angle of 45 degrees at their upper flat surface, the current of the composition passing through them is capable of being changed to any point, by means of pinion wheels working in corresponding cogs, and causing the said adjutages to revolve in a horizontal direction, between circular iron rail beds and packed ball and socket joints, upon which they rest below; and the inclosing ball proof wrought iron caps, let in flush with the deck above, confine all the parts in their places, by means of screw bolts passing through the said caps, beds and timbers of the deck, and secured by nuts beneath. By these means the operator can cause the departing angle of the caliber or bore in the adjutages, and the current of the composition passing through them, to move in any desired direction, by simply turning the cranks, and causing the pinions and adjutages to revolve.

By means of extensive sheet iron tanks, fitted to the floor and sides of the vessel, she can be made to sink proportionably deep in the water, and consequently, present less surface to the fire of an enemy in time of action, by opening large stop-cocks and suffering the water to flow into the tanks; and when it is desired to lighten her draft, for the purpose of acquiring greater speed in her sailing, the water can be rapidly expelled from the tanks, by the application of the steam power to large discharging pumps.

She is to be provided with portable sheet-iron bulwarks, erected on deck, to protect her crew &c. against the effects of a heavy sea. These can be readily detached and sent below when preparing the deck for action.

Triangular starred loop holes or observatories are to be formed in the deck near to each end, and at other necessary points of the vessel,—so narrow as to be incapable of admitting a musket ball, radiating from central points in such a manner as to afford to the observers within secure and convenient opportunity, from the various positions, of extensive vertical and horizontal ranges of view; and the man at the wheel in the bow an opportunity, at the same time, of observing the course of the vessel, and of directing her with unerring certainty to the object to be assailed. When arrived to within a suitable distance—say 200 or 300 yards of the object—the steam engine, being coupled with the ejecting piston, and the communication being opened between the forcing cylinder and the air chamber, the composition is drawn from the reservoir into the cylinder, and from thence forced into the air cylinder, and along the main conduit to the adjutages in the deck, at the mouth of which, the whole stream becoming suddenly ignited, it is urged forward through the open atmosphere in an irresistible torrent of fire, overwhelming in an instantaneous and inevitable destruction every combustible object in its course, and

thus insuring in rapid succession, if subjected to its operation, the destruction or capture of a whole squadron of the most formidable ships of war that ever floated.

Should attempts be made with armed boats to carry this vessel by boarding, the crews would pay dearly for their temerity, as the same means could be employed to defeat the assailants in such attempts as when on shipboard, and the boats, with their crews, be instantly annihilated. Should they however even succeed in their attempt, or be permitted to come on board, the getting possession of the deck would give them no control of the vessel, her machinery or crew; and they could, if necessary, be instantly dispatched, by ejecting a torrent of hot water upon them from the boilers, or carried captive into our own ports.

I have attentively examined the principles, plan and drawings, upon which Mr. Brown relies in the construction and operation of this vessel, as well as the mass of authentic official testimonials in its favor, and feel fully persuaded that it would be the cheapest and most effectual means of coast and harbor defense that has ever been devised in any age of the world—that six or eight of these vessels, judiciously stationed, would be amply sufficient to defend, in the most effectual manner, the whole coast of the United States against the combined navies of Europe. And I feel equally well persuaded, that if the executive and a majority of Congress could once be induced to bestow upon the subject that attentive consideration which it so deservedly merits, (whether we have reason to apprehend an immediate war, or a continuance of the blessings of peace,) not a moment longer would be lost in developing the efficiency of Brown's invention, and of placing our country in that formidable attitude of defence which would cause the most haughty nation to desire our friendship—the most unprincipled to respect our neutrality.

In fact, it must be manifest to any one capable of investigating the principles involved, that the gigantic and formidable ship—constructed of such materials, strength and figure, as to render her perfectly invulnerable to cannon shot, or any other known means of warfare—moving with a speed of 15 or 20 miles an hour, by the force of two or more steam engines, the aggregate power of which would be equal, probably, to 600 or 1000 horses, the men, machinery, &c., all protected from danger, and possessing within herself the certain means of instant and inevitable destruction, renders her fully equal to what her name indicates—"Impregnable and Irresistible"—and justifies the belief that she will, if carried into operation, undoubtedly produce an entire new era in the history of maritime wars, giving to the nation possessing exclusive knowledge of the composition, the absolute ascendancy and control upon the ocean.

This subject has several times heretofore been before Congress, and a number of bills in its favor have been reported to the House of Representatives by the committee on naval affairs, by whom its importance appears to have been well understood. It has also

been sustained by the most approving reports from the Secretary of the Navy and the Secretary of War; from a number of the most distinguished officers of the army, navy and engineer corps, among whom were the late Generals Macomb and Bernard, the latter of whom was once a distinguished engineer in the army of Napoleon; by Capt. Patridge, President of the University of Vermont—formerly principal of the military academy at West Point; and many other scientific and competent individuals. Yet, strange as it may appear, with all this array of talent and influence in its favor, (in consequence, probably, of the great press of other important matters, the want of time, or from some other unknown or unaccountable cause,) the subject has failed thus far to receive the proper consideration and final action of Congress.

By an act of the late extra session the sum of \$50,000 was placed at the disposal of the Secretary of the Navy, for the purpose of enabling him to test, by experiment, the efficiency and value of improvements in steam vessels and other destructive engines of war; and several communications on the subject of Mr. Brown's improvement, accompanied by the most satisfactory authentic testimonials in its favor, have been addressed to that functionary and to the Executive; but owing probably to the changes which have recently taken place in the cabinet, and to the urgency of other important business, no notice of the subject has as yet been elicited from either of the above sources.

Mr. Brown has devoted many of the palmiest years of his life, and sacrificed a comfortable fortune, in devising and perfecting his invention, and in fruitless attempts, thus far, to render it serviceable to his country. He is advanced in life, and now, for the last time, is endeavoring to bring the subject again to the notice of the Government at the present session of Congress; and if unsuccessful in his present efforts, it is probable that the secret of the composition, and much of the important detail in the construction of the vessel, will be buried with him in the grave, and the country be thus deprived of the important benefit of his labors.

Is it not then the duty, as well of the editorial corps as of every genuine American in the nation, to unite in their efforts to aid him in his patriotic design? Or can a portion of the columns of our public journals be devoted to a more honorable, useful and important object, than by thus endeavoring, at the present crisis of our affairs, to promote the safety, interest and welfare of our country? I think not.

Had Mr. Brown been actuated by motives less patriotic, instead of now languishing in neglected despondency, from the grievous effects of "hope deferred,"—a fate, I regret to say, which is too often experienced in our country by the patriot and man of genius,—he might, no doubt, like others of his countrymen, have long since been in the enjoyment of a rich reward for his ingenuity and talents, from the munificent patronage of some foreign prince.

I have extended this communication to a much greater length

than I intended; but from you, however, who know how to appreciate the motives by which I have been influenced, I feel that no apology will be considered necessary; and in conclusion, I will only express the hope that others, actuated by similar motives, and possessing greater talents and influence, will continue to advocate the importance of the improvement now under consideration, until its adoption and incorporation in the service of our country shall have been finally consummated.

H. FELLOWS.



